



National Transportation Safety Board Aviation Accident Final Report

Location:	ABERDEEN, MS	Accident Number:	ATL82FKQ09
Date & Time:	01/12/1982, 1600 CST	Registration:	N7706
Aircraft:	CESSNA 414	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE NON-INSTRUMENT RATED PILOT CRASHED ABOUT 3 HRS AFTER TAKING OFF WITH 4 1/2 HOURS OF FUEL ON BOARD. HE CRASHED WHILE ATTEMPTING AN OFF-AIRPORT LANDING IN A LARGE FIELD. THE FIELD WAS LOCATED LESS THAN HALF WAY TO HIS DESTINATION. THE SHERIFF REPORTED MINIMUM VISIBILITY WITH SNOW AND FREEZING RAIN. THE OCCUPANTS RECEIVED ONLY MINOR INJURIES, BUT THE PLANE WAS DESTROYED BY IMPACT AND GROUND FIRE. AN EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF A PRE-IMPACT MALFUNCTION/FAILURE OF THE ENGINE OR INFLIGHT FIRE. THE PILOT PROVIDED THE FOLLOWING ACCOUNT: HE WAS CRUISING ABOVE AN OVERCAST AT 17,500 FT WHEN THE LEFT ENGINE BEGAN CUTTING OUT AND FORCED HIM TO DESCEND THROUGH THE CLOUDS; HE DESCENDED TO VFR CONDITIONS AT 1200 FT AGL OVER SNOW COVERED TERRAIN AND DETERMINED HIS LOCATION BY VIEWING A WATER TOWER; HE THE ELECTED TO LAND IN A FIELD WHEN HE SAW SMOKE AND FIRE COMING FROM THE ENGINE COWLING; WHILE LANDING, THE LEFT WING DROPPED AND TOUCHED DOWN FIRST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: DESCENT - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) WEATHER CONDITION - CLOUDS

3. (F) WEATHER CONDITION - LOW CEILING

4. (F) WEATHER CONDITION - RAIN

5. (F) WEATHER CONDITION - ICING CONDITIONS

6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/03/1980
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1640 hours (Total, all aircraft), 46 hours (Total, this make and model), 1550 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7706
Model/Series:	414 414	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	414-0071
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4844 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520J
Registered Owner:	ELTRO ENTERPRISES	Rated Power:	310 hp
Operator:	JOE E. SYNDER	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 1200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	OKLAHOMA CITY, OK	Type of Flight Plan Filed:	None
Destination:	MIAMI, FL (OKC)	Type of Clearance:	None
Departure Time:	1300	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	01/12/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).